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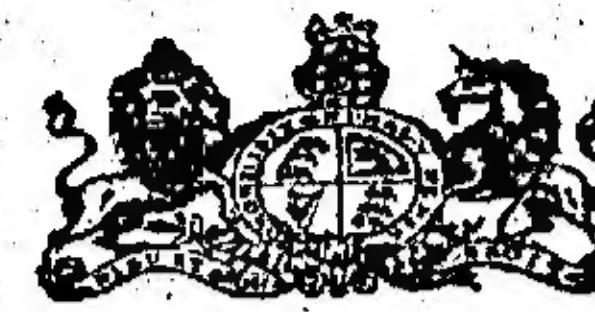
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Manager.

Hongkong, 4th January, 1912. [157]

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TELEGRAPHIC ADDRESS "COMFORT," Hongkong.

Hongkong, 1st September, 1910. [159]

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Appy to— Mrs. F. W. WATTES,
"Brafside," 20, Macdonald Road, Hongkong, 4th December, 1907. [157]

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The Daily Press.

HONGKONG, APRIL 20TH, 1912.

HAWAII is just now in a ferment over a
question as to whether Mr. Fiske, who four
years ago was promoted from Chief Justice
to Governor, should be reappointed to the
executive chair. His opponents say that the
country is in danger of being controlled by
Japanese and Chinese votes, and some very
interesting information is adduced in proof
of this. The census of Hawaii in 1910
shows 98,211 Japanese and Chinese, out of a
total population of 191,900, of which 21,698
are Chinese. Of the total population, 98,156
are native born, i.e., born within the United
States or its possessions. Of that number,
19,399 are Japanese, and 7,195 Chinese,
making a total of 27,094 Asiatics entitled
to American citizenship, out of a total of
98,156—equalling about one-fourth of the
native born American population. In 1910,
Asiatic native born citizens represented
about one-eighth of the total number of
native born American citizens. In another
decade, says Governor Fiske, in his report
of June 30, 1911, the majority of Japanese
and Chinese will probably be native born.
Besides the foregoing, there are large num-
bers of Japanese children born in Hawaii
that have returned to Japan, but practically
all of them equipped with birth certificates,
verifying their rights to American citizen-
ship, and who, evidently, cannot be
prevented from returning and exercising
the rights of American citizenship, if they

all probability there will be enough male
Japanese and Chinese born in Hawaii, come
of age, to constitute a clear majority of the
electorate. It is scarcely to be expected, how-
ever, that the American Government will be
content to allow the political, as well as the
industrial control of the islands to be gained
by the Asiatic population, and so it is
argued that unless an immediate change is
made in the policy of the administration
which has encouraged this development
“Hawaii will be deprived of her charter and
status as a territory, and reduced to a Com-
mission Government, and 75,000 genuine
American citizens deprived of the vote and
reduced to a status of political vagrancy on
the plea that only in that way can Asiatic
political control be broken in Hawaii, with-
out committing any act of discrimination of
which Japan can complain.” The complaint
made against the administration is that
Americans are not encouraged to settle in
the islands. Many, since annexation, have
gone to the islands with the intention of
engaging in industrial disputes, but, “find-
ing that their prosperity would depend
largely upon the goodwill of those in charge
of adjacent plantations, in fact to such an
extent that they would not injure their
business and social prospects by so doing,
have returned at once to the mainland,
with the conviction that Hawaii was no
place for a poor man. Some have stayed
and taken up homesteads and kept them
long enough to obtain patents, and then
sold out to the plantations or other large
land owners, and returned to the mainland.”

We do not gather from all the literature on
the subject any clear idea as to how
Asiatic control which is said to be threatening
the islands can be averted by any
measures, short of a “Commission Govern-
ment,” that would not invite the serious
opposition of the Asiatic Governments, the
interests of whose subjects would presum-
ably be prejudiced thereby. It is obviously
only by measures aiming at the exclusion
of the Asiatic that an “environment” could
be created which would stop American
families “leaving comfortable living in
Hawaii for the Pacific Coast.” Having
regard to the conditions existing when
Hawaii was annexed to the United States,
the creation of the desired “environment”
is scarcely feasible. The more the territory
is developed the larger will be the demand
for labour on the plantations, and since it is
vain to hope for American labour the plan-
ters, be they American or Asiatic, must
depend upon the labour of the Asiatic.
Hawaii, we are told, is larger than Con-
necticut and Rhode Island combined, and
incomparably more fertile. She produces
fifty million dollars worth of wealth a year,
and that amount can be doubled under
healthful and stimulating conditions. The
natural conditions there are such as to make it
entirely practicable to develop a popula-
tion of five hundred thousand people of the
right kind. No doubt this is true. Hawaii
has been well called “the paradise of the
Pacific. Its climate is ideal and the possi-
bilities of agricultural development are doubt-
less great, but we are afraid the American
population of Hawaii will have to reconcile
itself either to the growing power of control
of the Asiatic in the islands, or, in the
alternative, to a system of Government akin
to that which obtains in British Crown
Colonies.

The German mail of the 20th March
was delivered in London on the 18th April.The Bandmann Opera Co., which has
had a highly successful season in Hong-
kong, give their final performance at the
theatre to-night, playing “Perry.”The new China apparently is to have a
Poor Law for we see it stated that it is
proposed to establish two poor houses at
Hankow, one for men and one for women.
Taxes will be levied from the wharves and
boats for their support.A marriage has been arranged between
Captain John Bois, The King's Own
Regt., elder son of J. C. Bois, of
“Kingslyn,” Upper Norwood, late of
Shanghai, and Edith Norah, younger
daughter of C. C. Beardsey, of Ulver-
scroft, Virginia Water.The famous oil-fuel steamer *Selandia*,
belonging to the East Asiatic Company,
was due in Singapore last Sunday. She
reached Penang from Genoa in 25 days,
and is reported to have “behaved
splendidly.” On one day she covered 300
knots. “The Captain and officers are
thoroughly pleased with her.”

POLO.

The final game of the tournament will
be played at 4.45 p.m. to-day, at Cause-
way Bay, between the K.O.Y.L.I. and the
R.G.A.

TENNIS.

The Chinese Recreation Club play a
friendly tennis match with the Civil

CHIEF JUSTICE OF HONGKONG.

APPOINTMENT OF THE HON. MR. REES
DAVIES, K.C.

We are officially informed that H.M.
The King has approved the appointment
of Hon. Mr. William Rees Davies, K.C.,
to be Chief Justice of Hongkong on the
retirement of Sir Francis T. Piggott,
Kt., with effect from 1st May next.

Mr. William Rees Davies was born in
1863 and is the eldest son of the late Sir
William Davies who was for many years
M.P. for Pembrokeshire and a Justice
of the Peace and Deputy Lieutenant for
that County. He was Educated at Eton
and Trinity Hall, Cambridge where he
took the B.A. degree in 1885. He studied
in the Chambers in the Temple of Mr.
William Graham, then standing counsel
for the *Times* newspaper and one of the
most prominent junior barristers on the
Common Law Side at that time, and he
was called to the bar at the Inner Temple
in 1887. He joined the South Wales
Circuit and for some years he was engaged
as Counsel for the Treasury in important
criminal cases on that Circuit. In 1892
on the retirement of his father, Mr. Rees
Davies was returned to Parliament for his
native county of Pembrokeshire by a
majority of eleven hundred votes
after a stiffly contested election, his
opponent being Sir Charles Phillips, who
on three previous occasions had un-
successfully attempted to wrest the seat
from his father. In the general election
of 1895 he was again returned by a large
majority. Throughout his career in the
House of Commons, in which he frequently
took part in debate, he acted, in
conjunction with Mr. Lewis Harcourt
the present Secretary of State for the
Colonies, as Private Secretary to the late
Sir William Harcourt, who from 1899 to
1895 was Chancellor of the Exchequer and
succeeded Mr. Gladstone as leader of the
House of Commons when Lord Rosebery
became Prime Minister. In 1898 Mr.
Rees Davies was appointed, on the recom-
mendation of Mr. Chamberlain, Attorney-
General of the Bahama Islands, where he
enjoyed a large private practice and
acted for a time as Chief Justice. In
1902 he was promoted, on the recom-
mendation of Mr. Lyttleton, to be King's
Advocate in Cyprus, an island of great
antiquarian interest which is mainly subject
to Turkish law, and where owing to
the mixed population of Turks and
Greeks justice is administered by mixed
tribunals of English, Turkish and Greek
Judges. In 1907 he was appointed
Attorney-General of Hongkong and
shortly after his arrival he conducted the
prosecution of the notorious criminal
Adsett, who was condemned to death and
executed for the murder of an unfortunate
American woman in one of the
chief hotels in the Colony. Mr. Rees
Davies, who was appointed a King's
Counsel in 1908, has already acted as Chief
Justice for a period of eight months during
the absence on leave of Sir Francis
Piggott in 1909 and 1910, and he then
tried amongst other important cases the
record action of Li Chek Hung v. Li Chek
Pang which occupied the court no less
than 51 days in hearing and in which all
the counsel in the Colony were concerned.
He is a Justice of the Peace and Deputy
Lieutenant for Pembrokeshire and in the
latter capacity he attended last year the
installation of H.R.H. The Prince of
Wales at Carnarvon. He is also a
magistrate for Haverfordwest.

THE L.R.C. AND SUNDAY TENNIS.

A largely attended meeting of members
of the Ladies Recreation Club was held
at the City Hall yesterday to decide the
voiced question as to whether the Club
should be opened on Sundays or not. Mr.
C. Montague Ede occupied the Chair, and
on behalf of the President (Mrs. Addison)
put forth in a long speech the arguments
for and against the proposal. He remarked
that, with three exceptions, the members
who signed the requisition were members
of two years' standing or less, and he added
that intimation had been received from many older members
that if the resolution were carried
they would resign. Mr. Ede pointed
out that to open the Club on Sundays
would involve extra expense, and he
reckoned that that those members who
desired to play on Sundays would need to
provide an additional sum of \$740 per
annum. Finally he pointed out that when
application was made to the Government
for the ground it was asked that it should
be held on the same tenure as the Cricket
ground and the Racecourse. In view of
the fact that no play was permitted on
the Cricket ground and no racing allowed
on the Racecourse on Sundays, it was a
highly debatable point as to whether the
Government would permit play on the
L.R.C. ground on Sundays having regard
to the form of application.

The resolution in favour of Sunday opening
was proposed by Mrs. Hunter and
seconded by Mrs. Nesbit and was put to
the meeting, without discussion.

Twenty members voted in favour of the
resolution and thirty-nine against it. The

SUPREME COURT.

Friday, April 10th.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ
(PUISEY JUDGE).

A SHIPPING TEST CASE.

His Lordship delivered judgment in
the case of the Indo-China Steam
Navigation Company v. Mr. H. P. Robin-
son, which was heard on April 4th.

His Lordship said—This is a claim by
a shipping company to recover from the
defendant, an officer in the Mercantile
Marine, the sum of \$276.98, being the
equivalent of \$28 8s. advanced by the
plaintiff company to the defendant for
his passage money from London to Hong-
kong. The plaintiffs sue upon an agree-
ment in writing to the following terms:

“I hereby agree to enter the service of
the Indo-China Steam Navigation
Co. as third officer at a monthly wage
of \$20 per month, such pay to commence
upon signing articles at Hongkong.
This amount to be increased to
\$23 after six months' service. The cost
of the passage out, \$28 8s., to be ad-
vanced by the Company and to be re-
funded by me at the rate of \$23 per
month for the first six months, and
then at an increase in proportion to
the pay until the balance is paid off,
and to extend over two or more voyages,
and agreements so made to extend over two
or more voyages are in this Act referred
to as running agreements.”

“(6) Running agreements shall not extend beyond the
next following thirtieth day of June or
thirty-first day of December, of the first
arrival of the ship at her port of destination
in the United Kingdom after that date,
or the discharge of cargo consequent on
that arrival. The practice of the
Harbour Office is in the case of agree-
ments to serve on vessels engaged in the
local trade to limit the period of service
to a maximum of six months in accordance
with sub-section (6). I think that this
practice is correct and that section
115 now applies here. Now the argument
of the defendant was as follows:—The
vessels of the plaintiffs are engaged in
the local trade, and the average length
of a voyage being less than six months,
their agreements must be running agree-
ments and are limited to a duration of
six months. The defendant on his
arrival in Hongkong shipped under such
an agreement and on its expiration he
entered into another similar agreement
for a period of six months. Even if
section 115 does not govern the contract
entered on, yet as the action limits the
agreement in the articles to a period of
six months it is not competent for the
plaintiff to make another contract for a
longer period. If, however, he makes
such a contract, it is inconsistent with
the section and is therefore bad. Other-
wise the provisions of section 115 (6)
would be a dead letter and would afford
no protection to the class of persons for
whose benefit they were enacted. Now I
think there is much force in the contention.
It was urged for the plaintiffs that
although the seaman's service under the
articles is limited by this section, that is
merely because he incurs special liabilities
under the articles, in respect, e.g., of
desertion or refusal to do duty. These
liabilities, they say, the legislature was
unwilling to impose on him for longer
than a maximum statutory period. This
objection would not apply to a collateral
agreement made in port of the United
Kingdom, the only remedy for a breach of which would
be a civil action. But the argument
seems to me unsatisfactory. There is no
doubt that it is the policy of the Act to
protect the seaman, sometimes as much
against himself as against his employers.
If on certain voyages the law forbids him
to bind himself under the articles for
more than six months, I fail to see why
he should be allowed to bind himself for
a longer period by private contracts.
True, the remedy for breach is a civil
action for damages, but it must not be
forgotten that in some jurisdictions,
notably in this Colony, a man may be
taken to prison for a civil debt. On the
whole, I think the stipulations for a
service of twelve months could not be
enforced against a defendant on an agree-
ment where section 115 applied. This
does not, however, altogether conclude the
point. There is no express mention
in the agreement sued on of the nature
of service to be undertaken. True, the
plaintiff's vessels are mostly engaged in
coastal trade, and, of course, the agree-
ment eventually made in the articles was a
running agreement, but this in itself does
not make the agreement sued on bad on
the face of it. It was not set up for the
defendant that the plaintiffs are limited
to their memorandum of association to
coastal voyages. I have no evidence on
that point and I cannot therefore assume
that it will be *ultra vires* for the company
to send a vessel or vessels on voyages
of greater duration than six months.
Should they decide to do so, an agreement
for service of twelve months or more
might be perfectly valid. Under the
special circumstances of this case I have
said that I think that the agreement for
twelve months' service could not have been
enforced against the defendant. But that
is not now the issue, for he has in
fact completed the service agreed on. The
question is whether the fact that he might
have successfully resisted the enforcement
of this stipulation had been chosen to do
so makes the whole agreement bad. In
my opinion it does not. I am inclined
to think that this agreement, which, as I
have said, is good on the face of it, might
even in the circumstances of this case
have been good as a contract to serve for
six months. But if I am wrong on this
point and the contract of service is
illegal, and therefore void, even then I
think that this part of the contract is
severable from the rest. There is the
promise to serve, consideration of which
is the promise to engage and to pay wages
at a certain rate. There is again a pro-
mise to repay money advanced—that is, on
an executed consideration. The promise
to repay is separate from the contract to
serve and is founded upon consideration
which is perfectly good and legal. On
the second point, then, I think the defence
fails. I come now to the third point,
that his advance is irrecoverable. The
matter of seamen's advances was dealt
with by Parliament as early as 1845. It
was provided by 8 and 9 Vic. Cap. 116,
entitled an Act for the Protection of
Seamen, section 7, that no advance should
be given or advance of wages made to
any seaman until after the ship's articles
had been duly signed. All payments of

they are inconsistent with the terms of
a statute (the Mercantile S.S. Co. v.
Hall 1899, 2 K.B., 423) then those
stipulations are invalid. Now the
agreement sued upon had a stipulation
that the defendant shall serve for at least
twelve months from the date of signing
articles in Hongkong. By section 5 (3)
of the local Ordinance agreements made
by masters with seamen in the Colony
must be made in the form and manner
provided by the M.S.A. 1894. Section
114 of the Act provided that the agree-
ment shall contain *inter alia* “as far as
practicable the duration of the intended
voyage or engagement, or the maximum
period of the voyage or the engagement.”
There is no limit of time and I learn
that the practice of the Harbour Office
is to admit engagements for two or three
years. But sub-sections 5 and 6 of
section 115 are as follows:—(5) The
agreements may be made for a voyage,
or if the voyages of the ship average less
than six months in duration may be made
to extend over two or more voyages, and
agreements so made to extend over two or
more voyages are in this Act referred to
as running agreements;—(6) Running
agreements shall not extend beyond the
next following thirtieth day of June or
thirty-first day of December, of the first
arrival of the ship at her port of destination
in the United Kingdom after that date,
or the discharge of cargo consequent on
that arrival. The practice of the
Harbour Office is in the case of agree-
ments to serve on vessels engaged in the
local trade to limit the period of service
to a maximum of six months in accordance
with sub-section (6). I think that this
practice is correct and that section
115 now applies here. Now the argument
of the defendant was as follows:—The
vessels of the plaintiffs are engaged in
the local trade, and the average length
of a voyage being less than six months,
their agreements must be running agree-
ments and are limited to a duration of
six months. The defendant on his
arrival in Hongkong shipped under such
an agreement and on its expiration he
entered into another similar agreement
for a period of six months. Even if
section 115 does not govern the contract
entered on, yet as the action limits the
agreement in the articles to a period of<br

THE "TITANIC" DISASTER.

GRAPHIC NARRATIVE BY SURVIVORS.

MAGNIFICENTLY HEROIC BEHAVIOUR OF CREW AND PASSENGERS.

[THROUGH REUTER'S AGENCY.]

Full details have now been received of the terrible disaster. The telegrams which reached us early yesterday morning stated that the "Carpathia," though easily within the zone of wireless telegraphy, remained, for some inexplicable reason, "obstinately silent." Beyond sending the names of the survivors, she refused to reply to wireless enquiries, even a message from President Taft asking for information being unanswered. From the telegraphed list of names it appeared certain that neither Mr. Hays, the railway magnate, nor Colonel Astor have been saved.

ARRIVAL OF SURVIVORS AT NEW YORK.

LONDON, April 19th.

The *Carpathia* arrived at the pier at 8.37 in the evening. When the steamer arrived, there were a thousand relatives and friends of the passengers assembled at the pier sheds including Mr. Morgan, Jun., and representatives of the Widener and Thayer families, who came from Philadelphia in special trains. Automobiles were rushing up outside, bringing others. Women were wailing as the steamer was slowly warped to the dock.

The committee of the New York Stock Exchange brought to the pier \$20,000, collected among the members for distribution among the needy survivors. Many doctors and nurses, and two ambulances were in attendance.

The Senate Committee appointed to make an investigation of the disaster had intended to board the *Carpathia* at sea, but the liner developed unexpected speed and reached the pier before the Committee arrived in New York.

There was some delay in the docking of the *Carpathia*, owing to the taking off of thirteen lifeboats belonging to the *Titanic*. The survivors began landing at 9.35, and as they entered the street, a dead silence fell on the crowd, and even the flashlight batteries of the Press photographers for a moment ceased their bombardment.

STATEMENT BY THE SURVIVORS.

A Committee of the surviving passengers has issued the following statement— "We, the undersigned surviving passengers of the *Titanic*, in order to forestall any sensational or exaggerated statements, deem it our duty to give the Press a statement of the facts which have come to our knowledge and which we believe to be true.

"On Sunday, the 14th April, at about 11.40 on a cold, starlit night, the ship struck an iceberg which had been reported to the bridge by the look-outs, but not early enough to avoid a collision. Steps were immediately taken to ascertain the damage and to save the passengers and ship. Orders were given to put out the lifeboats and the boats were lowered. The usual distress signals were sent out by wireless, and rockets were fired at intervals. Fortunately the *Carpathia* received the wireless at about midnight, and arrived on the scene of the disaster at about four in the morning of Monday. The survivors were received on board with the most touching care.

The statement pays a tribute to the treatment of the survivors on board the *Carpathia* and proceeds to point out that the Board of Trade passengers' certificate allowed for 3,500 passengers, but the life-boat accommodation was sufficient only for 850. The total aboard was 2,340. Those rescued by the *Carpathia* were:

First Class	210
Second Class	125
Third Class	200
Officers	4
Seamen	39
Stewards	98
Firemen	71
	745

The statement concludes as follows: "We feel it our duty to direct the attention of the public to the inadequate supply of life-saving appliances on modern passenger steamships, and we recommend that immediate steps be taken to compel ships to carry sufficient boats to hold the maximum aboard."

The statement also draws attention to the lack of trained seamen to man the boats, and the insufficiency of officers to superintend their launching, and suggests an International Conference to recommend the passage of identical laws providing for the safety of all at sea.

A SURVIVOR'S STORY.

A Londoner named Beesley stated that the voyage from Queenstown was quiet and uneventful. The weather was very fine and calm, but very cold, particularly on the last day. He says: "I had been in my berth about ten minutes when, at about 10.15, I felt a slight jar, and then, soon after, a second one, but it was insufficient to cause the slightest anxiety. However, the engines were stopped immediately. I first thought we had lost a propeller, and went on deck in my dressing gown. I found that only a few people had come up, similarly dressed, to inquire the cause of the jar, but were in nowise anxious. I saw a game of cards taking place in the smoking room, and I went inside to inquire if they knew anything, and it seems they felt more of the jar than I. Looking out of a window, I saw a huge iceberg pass close to the ship, and I thought we had grazed it, with a glancing blow. None of the passengers had any conception that the ship was pierced below water by a submerged part of the iceberg, and the game went on, none thinking disaster had occurred. I retired to my cabin and read till the ship went on again. I never saw any of the card players or onlookers again.

A little later, hearing people going upstairs, I went out on deck again and found everyone wanting to know why the engines were stopped. No doubt many were wakened from sleep by the sudden stop-

ping of the vibration. I noticed a list, from the stern to the bows, and imagined that some of the front compartments had filled and were weighing the ship down. I again went below for warmer clothing, and as I was dressing, I heard the order: "All passengers on deck with lifebelts." We all walked up slowly, wearing lifebelts over our clothing, and even then we presumed that this was merely a wise precaution the Captain was taking, and that we should return shortly and retire to bed. There was a total absence of panic, possibly owing to the exceedingly calm night, and the absence of any signs of accident. The ship was absolutely still, and except for a gentle tilt downwards, which I don't think one person in ten would have noticed, there were no signs of approaching disaster.

But in a few moments we saw the covers lifted from the boats and the crews standing by ready to lower them. We then realised that something serious had occurred. The people were now pouring up from below, and presently came the order: "All men stand back from the lifeboats; all ladies retire to the next deck below."

The men stood back in absolute silence, some leaning on the rails or pacing the deck. The boats were swung out, and lowered to the deck below, where the ladies got in quietly, except some who refused to leave their husbands. Some were torn away from their husbands and pushed into the boats. All this time there was no sign of disorder, or of any attempt to rush the boats. There were no hysterical or sobbing women, and it was extraordinary how self-controlled everyone was, even when they realized that they might presently be in the sea, with lifebelts as their only support. When the boats containing the women and children had disappeared in the darkness, the word was given for the men to enter the boats. This was effected quietly. When I got away, it was one o'clock in the morning and beautifully starlight, but there was no moon. The sea was as calm as a pond, and there was just a gentle heave, but it was bitterly cold. In the distance, the *Titanic* looked enormous, outlined black against the starry sky, with every porthole blazing. It was impossible to think there was anything wrong, but for the ominous tilt of the bows, where the water had now reached the lowest row of portholes. At about 2 a.m., she was observed to be settling very rapidly by the bows, the bridge being completely submerged. She slowly tilted straight on end, with her stern vertically upwards. The lights flashed and then went out altogether. I heard the machinery roaring down through the vessel with a rattle and a groaning audible for miles. It was the most weird sound imaginable in mid-ocean. She remained upright for a time, which I estimate at about five minutes, with about 180 feet of her hull towering up black against the sky. Then, with a quiet, slanting dive, she disappeared, and there fell on our ears the most appalling noise a human being ever listened to, the cries of hundreds of our fellow beings struggling in the icy water, calling for help, a cry which we knew could not be answered.

OTHER NARRATIVES.

Another passenger on the *Carpathia* says that sixteen lifeboats were sighted. The transfer of the passengers was a pitiable sight. Ropes were tied to the waists of the adults, and the children and babies were placed in bags and hoisted to the deck. Some of the boats were not half full and others were crowded with people—some in evening dress and others in nightclothes and blankets. All were hurried to the saloon and given a hot breakfast. They had been in the boats four or five hours in a most biting wind. There was no demonstration, not a sob heard. All seemed stunned by the shock of the experience. Divine Service was held after breakfast. Four survivors died soon after reaching the deck of the *Carpathia*.

A PATHETIC HYMN.

According to the story of another passenger, the *Titanic* crashed into the berg almost immediately after sighting it a quarter of a mile away. Simultaneously the levers operated on the bridge stopped the engines and closed the bulkheads. The Captain on the bridge, summoning all passengers to put on life preservers, and ordered the boats lowered. The first boat contained mostly males, as they were the first to reach the deck. When the rush of women and children began, "women first" was the rule strictly observed. The officers drew their revolvers, but in most cases they were not used. As the last of the boats drew away, the ship's band gathered in the saloon, and near the end, played "Nearer, my God, to Thee."

It is believed that the explosion of the boilers, due to the admission of cold water, broke the ship in two.

RUMOURED SUICIDE OF CAPTAIN AND CHIEF ENGINEER.

A New York telegram says a statement has been made to the effect that the Captain of the *Titanic* committed suicide, but it was made only on the authority of a passenger, who asserts that the Chief Engineer also committed suicide, and that this net personality has been sworn at £43,233. The executors are Mr. Reginald McKenna, the Home Secretary, and Mr. Thomas Hart Davies, of St. James's-square, S.W.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

TURKO-ITALIAN WAR

ITALIAN FLEET IN THE DARDANELLES.

LONDON, April 19th.

A Paris telegram says a wire has been received from Constantinople stating that the Italian fleet entered the Dardanelles, one Italian vessel being sunk.

SEVERAL TOWNS BOMBARED.

A wire from Constantinople says it is officially stated that the Italian warships fired on the forts in the Dardanelles. The barracks at Sedilbohr, Orhanich, and Kumkaleh were slightly damaged. The Orhanje fort replied, damaging an Italian vessel, which caught fire and drew off. The Italians subsequently put to sea.

Prior to their arrival in the Dardanelles, the Italian ships, 39 in number, bombarded Samos, Mitylone and Rhodes. The bombardment was simultaneous with the opening of the Turkish Parliament, at which the Sultan, in a speech, said: "We desire peace, but only on condition of the maintenance of Turkey's sovereign right."

DEATHS AMONG THE RESCUED.

It is reported from New York that one of the *Titanic*'s survivors died in a boat and five on board the *Carpathia*, from hardship and exposure.

"BALTO" HAS NO SURVIVORS.

The liner *Baltic* has sent a wireless message to Liverpool, stating that there are no survivors aboard.

THE "TITANIC'S" BOAT ACCOMMODATION.

Mr. Sydney Buxton, President of the Board of Trade, stated in the House of Commons that the *Titanic* had boat accommodation for 1,178 passengers, besides 48 lifebuoys and 3,500 lifebelts. She was certified to carry 3,500 souls, and had actually on board 2,905. Mr. Buxton made a detailed statement on the attitude of the Board of Trade regarding life-saving appliances for passengers carried by vessels. He said that recently the Committee had considered the advisability of increased provision, but now the *Titanic* disaster had created a new situation, which must be considered, he hoped, without panic.

He was afraid the Government had no power to prevent Atlantic racing, and he was not prepared to express an opinion as to whether vessels should be prevented, during the Spring, from taking the northern route. The matter would, however, be searchingly inquired into, and there must also be a full inquiry into the loss of the *Titanic*.

SUBSTANTIAL SUBSCRIPTIONS TO RELIEF FUND.

The funds for the relief of the dependents of the crew who lost their lives in rapidly mounting. The Mansion House Fund now amounts to £25,000. The White Star Line has given 1,000 guineas, while operatic, theatrical and other performances are being given in aid of the funds.

THE LATE MR. STEAD.

The newspapers are devoting columns to the career of the late Mr. W. T. Stead, eulogising his brilliant writings as creating a new era in journalism. Prominent references are made to his association with the late Cecil Rhodes and a tribute is paid to Mr. Stead for having inspired Mr. Rhodes' will.

INSURANCE ON THE "IMPERATOR."

Insurance circles are keenly interested in the negotiations opened up by the Hamburg-American Company for the insurance of the new liner *Imperator* which has a tonnage of 50,000, says an exchange. The value mentioned is £1,000,000, and the undertaking would require the co-operation of underwriters in all the leading markets. Before long the underwriters will also be asked to insure the new Cunard liner *Aquitania*, which is likely to be of rather larger tonnage than the *Imperator*. The *Imperial*, 46,000 tons, is insured for £1,000,000, though she cost about £1,500,000 to build. The underwriters are only called upon to pay claims in excess of £150,000 in the *Imperial's* case.

We presume the *Titanic* was insured on the same terms.

INTIMATIONS.

DISTRESSING ECZEMAS And Other Itching Skin Troubles



Instantly Relieved by CUTICURA Soap and Ointment

When all else fails. No other emollients afford such comfort to skin-tortured and disfigured sufferers, young and old, and do it so economically because so speedily.

Sample with 25c. back free from nearest dealer: New York, 250 Broadway; Chicago, 120 N. Dearborn St.; London, 10, Queen St.; Liverpool, 10, Castle St.; Paris, 10, Rue de la Paix; Sydney, N. S. W.; Melbourne, 10, Swanston St.; Cape Town: Miller, Maclean & Co., Calcutta and Bombay: Peter D. & C. Corp., sole prop., Boston, U. S. A.

87-H

Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS,

CHATER ROAD.

WATCHMAKERS,

AND JEWELLERS,

OPTICIANS,

FINEST QUALITY DIAMOND JEWELLERY

A SPECIALITY.

ENGLISH, AMERICAN AND SWISS GOLD AND SILVER WATCHES.

CLOCKS

of all descriptions.

45

If You Wear TORICS

you know you have the best. If you do NOT, you have not yet done the best you can to give your eyes comfort. It is possible to correct the vision of eyes that need glasses without using TORIC LENSES. It would also be possible to use a motor-car without pneumatic tyres, but it would not be as comfortable. If you have failed to find real eye comfort, try a pair of TORICS. The deep inner curve conforms to the natural motion of your eye. Their advantage is particularly noticeable to players of tennis, golf, cricket, and billiards. Made in clear glass and tinted shades.



75

MR. ARTHUR SASOON'S WILL.

LONDON, April 19th.

The late Mr. Arthur Sasoon left estate to the value of £650,864, exclusive of real estate in China. He left property in the United Kingdom valued at £376,864, and the death duties will amount to about £120,000.

RIOTING AND SLAUGHTER IN SIBERIAN GOLDFIELDS.

LONDON, April 19th.

Reuter's correspondent at St. Petersburg telegraphs that a telegram received from Irkutsk reports that there has been trouble for some little time on the Lena goldfields which culminated in rioting. The soldiers were summoned, and they fired on the workers, killing 107 and wounding 70.

THE LONDON POISONING TRAGEDY.

LONDON, April 19th.

Seddon was executed yesterday morning.

NOTICE.

Communications respecting **Advertisements**. Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and general business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

WE beg to inform you that Mr. WALTER OTTO has been admitted a Partner in our Firm. BEBLINGER & CO. Hongkong, 20th April, 1912. [586]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI. THE Steamship

"JAPAN," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Mungkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASOON & CO., LTD., Agents.

Hongkong, 19th April, 1912. [587]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. SATURDAY the 27th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 19th April, 1912. [588]

VICTORIA RECREATION CLUB: FIFTEENTH ATHLETIC MEETING.

THE COMMITTEE of the VICTORIA RECREATION CLUB request the pleasure of the Company of the Ladies of Hongkong TO-DAY (SATURDAY), the 20th APRIL, at 1.30 P.M., on the HONGKONG FOOTBALL CLUB GROUND (kindly placed at disposal the of the Committee) at the HAPPY VALLEY.

Admission to the Ground: Stand and Enclosure (Gentlemen), \$1.00.

Members of the Hongkong Football Club, on presenting Membership Tickets—Free.

No person other than Officials and Competitors allowed within the Course.

By kind permission of the Lt.-Colonel and Officers 23rd Punjab, the Band of the Regiment will play during the afternoon.

F. LAMMERT, Hon. Secretary.

Hongkong, 18th April, 1912. [579]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARI MEETING of the above Club will be held on SATURDAY, the 27th APRIL, 1912, at 12.30 P.M., at the Offices of the HONGKONG JOCKEY CLUB on the Ground Floor of the HONGKONG CLUB ANNEXE, Chater Road.

By Order,

T. F. HOUGH, Clerk of the Course.

Hongkong, 13th April, 1912. [563]

THE HONGKONG COTTON SPINNING, WEAVING & DYEING CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG COTTON SPINNING, WEAVING & DYEING CO., LTD., will be held at the Offices of Messrs. JARDINE, MATHESON & CO., LTD., Hongkong, on TUESDAY, the 30th day of APRIL, 1912, at 11 o'clock in the forenoon, when the subjoined Extraordinary Resolution will be proposed:—

"That the General Managers be authorised to sell 10,000 spindles belonging to the Company with their accompanying equipment to Messrs. JARDINE, MATHESON & CO., LTD., in Shanghai."

By Order,

JARDINE, MATHESON & CO., LTD., General Managers.

Dated the 13th April, 1912. [564]

THE YANGTSE INSURANCE ASOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY SECOND ORDINARY GENERAL MEETING of the above Association will be held at the Head Office, No. 26, The Bund, Shanghai, on TUESDAY, the 30th APRIL, 1912, at 4.40 o'clock P.M. precisely, for presentation of the Report of the Directors and the Accounts to the 30th December, 1911, the election of Directors and Auditors for the current year, and for the purpose of transacting any other business which may be transacted at an Ordinary General Meeting.

The TRANSFER BOOKS of the Association will be CLOSED from the 24th to the 30th April, 1912, both days inclusive.

Members holding proxies for absent Shareholders must deposit same with Secretary for Registration at least forty-eight hours before the meeting.

By Order of the Board of Directors,

W. S. JACKSON, Secretary.

Shanghai, 13th April, 1912. [581]

NOTICE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co.

Undertake every description of lighter work, including transhipments in the Harbour,

Delivery to any water frontage in the Colony, and conveyance to Canton and West River

ports. Small quantities handled at specially low rates quoted for large quantities.

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-NINTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong on TUESDAY, the 23rd APRIL, 1912, at NOON, for the purpose of Receiving the Report of the Directors together with the Statement of Account to 31st December, 1911, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 23rd April, both days inclusive.

By Order of the Board,

C. MONTAGUE EDE, Secretary.

Hongkong, 4th April, 1912. [542]

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-SIXTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on TUESDAY, the 23rd APRIL, 1912, at 12.30 P.M., for the purpose of Receiving the Report of the Directors together with the Statement of Account to 31st December, 1911, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 23rd April, both days inclusive.

By Order of the Board,

C. MONTAGUE EDE, Secretary.

Hongkong, 4th April, 1912. [543]

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Offices, St. George's Building, on SATURDAY, the 4th MAY, 1912, at 12 o'clock NOON, for the purpose of presenting the Report of the Directors, together with a statement of Accounts to 29th February, 1912, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th April to the 4th May, 1912, both days inclusive.

By Order of the Board of Directors,

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 17th April, 1912. [582]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

LOST.

THE SHARE CERTIFICATE No. 1598 to TWO SHARES numbered 3795/3796 inclusive, standing in the Register in the name of FRANCISCO XAVIER HOMEN DE CABRALHO of Macao, having been LOST.

NOTICE IS HEREBY GIVEN that unless the said CERTIFICATE be produced at the Office of the Company, 5 Queen's Road Central, Victoria, Hongkong, on or before the First day of May, 1912, a new Certificate for the said Shares will be issued and the old Certificates will thereafter be held by the Company as null and void.

MOWBRAY S. NORTHCOTE, Acting Secretary.

Hongkong, 16th April, 1912. [577]

AUCTION.

G. R. E.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale to be held on MONDAY, the 22nd day of April, 1912, at 3 P.M., at the Offices of Messrs. JARDINE, MATHESON & CO., LTD., Hongkong, on TUESDAY, the 30th day of APRIL, 1912, at 11 o'clock in the forenoon, when the subjoined Inland Lots Nos. 54 and 158, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT, to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

By Order,

T. F. HOUGH, Clerk of the Course.

Hongkong, 13th April, 1912. [563]

THE HONGKONG COTTON SPINNING, WEAVING & DYEING CO., LTD.

NOTICE IS HEREBY GIVEN that an

EXTRAORDINARY GENERAL MEETING of the HONGKONG COTTON SPINNING, WEAVING & DYEING CO., LTD., will be held at

the Offices of the Company, 5 Queen's

Buildings, Hongkong, on TUESDAY,

the 30th day of APRIL, 1912, at 11 o'clock in the forenoon, when the subjoined Extraordinary Resolution will be proposed:—

"That the General Managers be authorised

to sell 10,000 spindles belonging to the

Company with their accompanying

equipment to Messrs. JARDINE, MATHESON & CO., LTD., in Shanghai."

By Order,

JARDINE, MATHESON & CO., LTD., General Managers.

Dated the 13th April, 1912. [564]

THE YANGTSE INSURANCE ASOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY SECOND ORDINARY

GENERAL MEETING of the above

Association will be held at the Head Office, No.

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the 30th APRIL, 1912, at 4.40 o'clock P.M. precisely,

for presentation of the Report of the Directors

and the Accounts to the 30th December, 1911,

the election of Directors and Auditors for

the current year, and for the purpose of transacting

any other business which may be transacted at an Ordinary General Meeting.

The TRANSFER BOOKS of the Association will be CLOSED from the 24th to the 30th April, 1912, both days inclusive.

Members holding proxies for absent Shareholders must deposit same with Secretary for Registration at least forty-eight hours before the meeting.

By Order of the Board of Directors,

W. S. JACKSON, Secretary.

Shanghai, 13th April, 1912. [581]

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Undertake every description of lighter work, including transhipments in the Harbour,

Delivery to any water frontage in the Colony, and conveyance to Canton and West River

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Going on with her letter, she says: "The slightest exertion quite knocked me up and I became weak and depressed. All kinds of dieting failed to increase my vitality, as I was unable to digest my food, however light, and I had fits of vomiting, which gave me severe bilious headaches. To add to my sufferings I became very constipated, and no medicines that I took, though they were many, helped me."

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[72-3]

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THE MAN IN THE BARN.

BY MORLEY ROBERTS

(Author of "Immortal Youth," "A Son of Empire," etc.)

The weather was keen and cold and from the farm all round to the horizon the world was a sheet of dazzling white snow. Here and there the groves of trees standing to the north and east of the farms showed up darkly, for northern Iowa is flat, as flat indeed, as a table, and one can see very far without any let or hindrance. The grove which would one day shelter Seth Ward's place was still young: the trees had only been planted for four years. Far to the west there was a little break in the snow level due to the line of rail-road running to Vincent. The wind had cleared the weather bank of the rail-road, it looked like a straight black line in the bright snow. It led north and south to the world of men; it was the only sign that cities stood somewhere beyond the verge of the white and deserted wilderness of hard frost.

Between the farm house, banked up on the cold north and east sides with earth and manure, and the grove lay the farm buildings: a big gaunt barn and the low stables where the cattle housed with the horses. The winter of the northern plains is too hard for any but the tougher cattle who can paw and rustle for a living and get down to the scanty winter herbage. Beyond the feeding of the horses and cattle there is little to do in the winter: the ground is hard as iron. No one can even dig a grave. If wolves come, and they sometimes will, they may starve beside the frozen carcass of a cow. What work is done, is done away in the woods, in the forests of Michigan and Wisconsin, where most of the able bodied men go when the snow flies. But Seth Ward went lumbering no more. He had been badly hurt in a jam when driving in the Menominee River, and would never use the ice again.

"It's hard on Bill," she told herself. She understood how he hungered for the outside world. She loved to hear him sing, even when he sang the poor flat songs of the woods brought home by her dead brother and her father from the camps. There was one in which the men hurried back to dinner, "for they feared to miss their pie," and somehow that was very pathetic to her. Though she could not have explained the reason, it almost made her cry; she felt sorry for those big men in the cold woods who loved a little girl in the white of it was glittering, and the air the very wine of life. But now there came a peculiar darkening of the air, a faint haze that seemed the visible robe of frost, of the bitter frost that lives in the northern barren lands beyond the muskegs of Canada and chills and makes rigid the arctic seas. The sun lost a little of its gold: it looked colder, a separateness came over it: it shone more coldly: was less a creature of the arching heavens, less a part of human life. The blue faded, and was grayer. There were faint flaws of air across the snow. Men got a little uneasy: they became serious.

"She's a comin'," said Seth Ward.

"She's?" asked Maria wondering.

"The bliz'rd, 'M'ria," said her husband. She had forgotten that he always called a blizzard "she".

Bill sulked through the day, and never sang or piped. He thought of going to Smith's whether or no. Why should he not slip out soon after dark and hitch old Baldy to the sleigh? His mind was in the stir and motion of the dance, of the company who praised his playing. Till now he had not set his fancy on any girl. His passion was for music as he understood it, and the greatest musician he had ever heard was Canadian Pete, a French Canadian, who played, as Bill thought, most divinely on the fiddle. If he, too, could only play on a fiddle! Instead of that, life was made up of looking after horses and stars and cows, and of chopping wood. They even refused to let him go to the woods, the great romantic woods where men laboured not for dollars and pie, but for the great labour's sake and the big world's needs. He spent the afternoon that grew greyer still in cutting wood and sometimes a tear almost froze upon his cheek. Why wasn't a man free? He called himself a man defiantly for he was very strong and to him his strength seemed manhood.

It grew dark soon after four, but he worked in the stables with a lantern, giving the horses and cows their hay and watering them. The water came from the frozen creek, deep in ice, and every day he had to break more than once the thick ice that formed in the hole he had made for water. At six he went in to supper, and eat it in silence. Neither his mother nor his father saw aught amiss with him, but Nancy did. She looked at him nervously.

"Bill's mighty cross," she said to herself.

The old man talked of blizzards and of the one which had caught him. He told the story over again for the hundredth time and then chewed upon the reminiscence.

"Made me think a whole lot 'M'ria," he said pensively as he puffed at his pipe.

"We was all younger, then, and burrowin' in the snow, knowin' as I knew that you was awatin' and afearin' put the fear of God into my heart. I might ha' left you and the kids and the mortgage heavy on the farm. It's hunkie to think I'm hyar, arter all, and none of us out in it, if so be it comes to night."

"Aye, it's a comfort, Seth," said his wife.

"She's taken the sleigh, and old Baldy," said Seth, gasping. He stumbled as he entered the door and his wife caught him. Nancy wailed, "Bill, Bill," but his mother said never a word. She knew, and none knew better, that nothing could be done.

"She's taken the sleigh, and old Baldy," said Seth, gasping. He stumbled as he entered the door and his wife caught him. Nancy wailed, "Bill, Bill," but his mother said never a word. She knew, and none knew better, that nothing could be done.

"He was allers a boy," she cried.

"And I was hard on him!"

"She played out alid to God, to the god of the winds and the frozen north, and the god of her own sweet country, and the others prayed with her. But outside the bitter norther screamed forlornly. They sat in dark unspeakable isolation, and resented the very warmth they huddled over. By now, now, even now, Bill might be dead!

He was three miles north of the farm when "She" came upon him and turned the night, which had been yet starry, into a blinding chaos, wherein there was no direction. He heard the fine far wail of the wind long before it struck him. It sounded like the scream of a lost creature.

Like the voice of a damned soul, and old Baldy, long acquainted with the prairies, hesitated at the sound. But Bill, urgent for the song and dance and the sound of his own pipe, then warn against his heart, urged the wise reluctant beast forward.

But the air grew bitter with frost, and struck through him, and a fear which he had never known grew up in him. For the first time in his life he recognised the deep nature of loneliness, and the necessity of warmth and brotherhood and the sounds of a live fire. This was a warning of death: his nature, beneath his consciousness, understood it, and his chilled blood stayed in his heart for a moment but still he whipped up Baldy.

And then the wind screamed again, and was nearer. In one moment he heard a sound which destroyed itself, by destroying all separateness and overwhelming the silence of the plains, and he was in the grip of the white blizzard, and was blinded.

The sharp edged powder of the level storm took him in the face, and his hardened skin smarted as though it had been scalded. The horse stayed instantly with his head down and then turned, almost overturning the sleigh. And the boy knew not where he was, and had no sense of direction, save that he knew that the wind was out of the north, and that safety, if there was any safety, lay homeward toward the south. And thither his pride forbade him to go. He endeavoured blindly to turn Baldy back to the north, but now the patient animal of the plough, who understood deeply the nature of death and wind and frost refused to answer to the "lines" and stood unmoved. Bill

"won't you leave the light for him to see?"

"Surely, 'M'ria," said Seth. He told them about Bunk Goodman who had been frozen in a blizzard between his own house and the stable. Bill must rig up a rope between the house and the barn. "Taint no use takin' chances with blizzards," said Seth.

Now the wind was on them: it wailed dreadfully in the chimney and round the house which was banked up to the eaves with manure to keep the cold of winter out. If it had been day it would have been almost as dark as midnight, for the

BY APPOINTMENT

To H.M. THE KING.

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praise
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But manhood was nearer him than he knew. It is a bitter gift and comes one knows not how, nor when, nor why. It comes like the sense of tears to many. And so it came to him. For some it is born in their sleep, perhaps in a dream. For others it is a gift of dawn and means a strange awakening. For others it is of the night and means something withdrawn from them. To the boy it was the gift of the North Wind.

It had been a splendid week, clear, and sunny. The snow was a dry powder; children could play in it, and many did among the neighbouring farms. The white of it was glittering, and the air the very wine of life. But now there came a peculiar darkening of the air, a faint haze that seemed the visible robe of frost, of the bitter frost that lives in the northern barren lands beyond the muskegs of Canada and chills and makes rigid the arctic seas.

air was full of frozen snow, that did not fall, but was driven straight along the wind. It was like powdered glass. What if it touched it stuck to and froze hard upon.

"She's blowin'," said Seth with a laugh.

But Nancy did not laugh. She rose and went to the door.

"Where yet goin', Nancy?" asked her father.

"I'm thinkin' of Bill, Paw," she answered.

Her eyes were full of alarm and her mother saw that they were.

"I'll call him," she quavered.

"Call! He'll not hear," said Seth. But he too grew uneasy, and rising limped to the door. When he opened it a blizzard entered that was like living frost. The flying snow, swooping round the side of the house, came in even from the south. The air was thick with the powder of snow: the inner light shone upon it as it whirled in the mill of the north wind.

"He'll stay there," said Nancy, in an agony. But Seth looked at her and his wife.

"He's got no sense," he murmured. He shouted, but in the sound of the hurricane his voice seemed a vain thing. Every moment the gale grew heavier. Seth shut the door suddenly.

"There's no rope here?" he asked. He meant to go out into the blizzard with it attached to him to look for the lost barn.

But there was no rope.

But Seth cured her foolishness and stared at her mother.

"Where's the ball o' twine?" asked Seth.

Seth and Nancy knew where it was. Her father put on his coat and heavy long boots, and with the twine tied up his wrist went out into the blizzard while his wife let the ball unroll upon the earthen floor, running it through her hands.

She forgot her man at that moment and thought only of Bill. Nancy kept her eyes upon the rolling ball. It seemed as if it had a life of its own.

"He'll be there now," she said. But in that hurricane a man might miss anything. Seth was in black darkness, in a mad wind that nearly blew him off his legs. He saw nothing, 'tis nothing but the wind. And yet at last, just as Maria cried out to Nancy, seeing that the ball of twine was now but the little middle bank on which it was rolled, he came back against the barn and found the door. It was dark when he opened it. He called and heard no answer, save the whimper of Blacky, old Baldy's mate. And that Baldy did not reply to him told him the truth. That truth was corroborated when he found the lantern hanging on a nail by the door.

"He's away to Smith's and he'll never get there," said his father.

He shut the barn door: turned and faced the wind, and rolling up the twine in his frozen fingers, came back at last to the house.

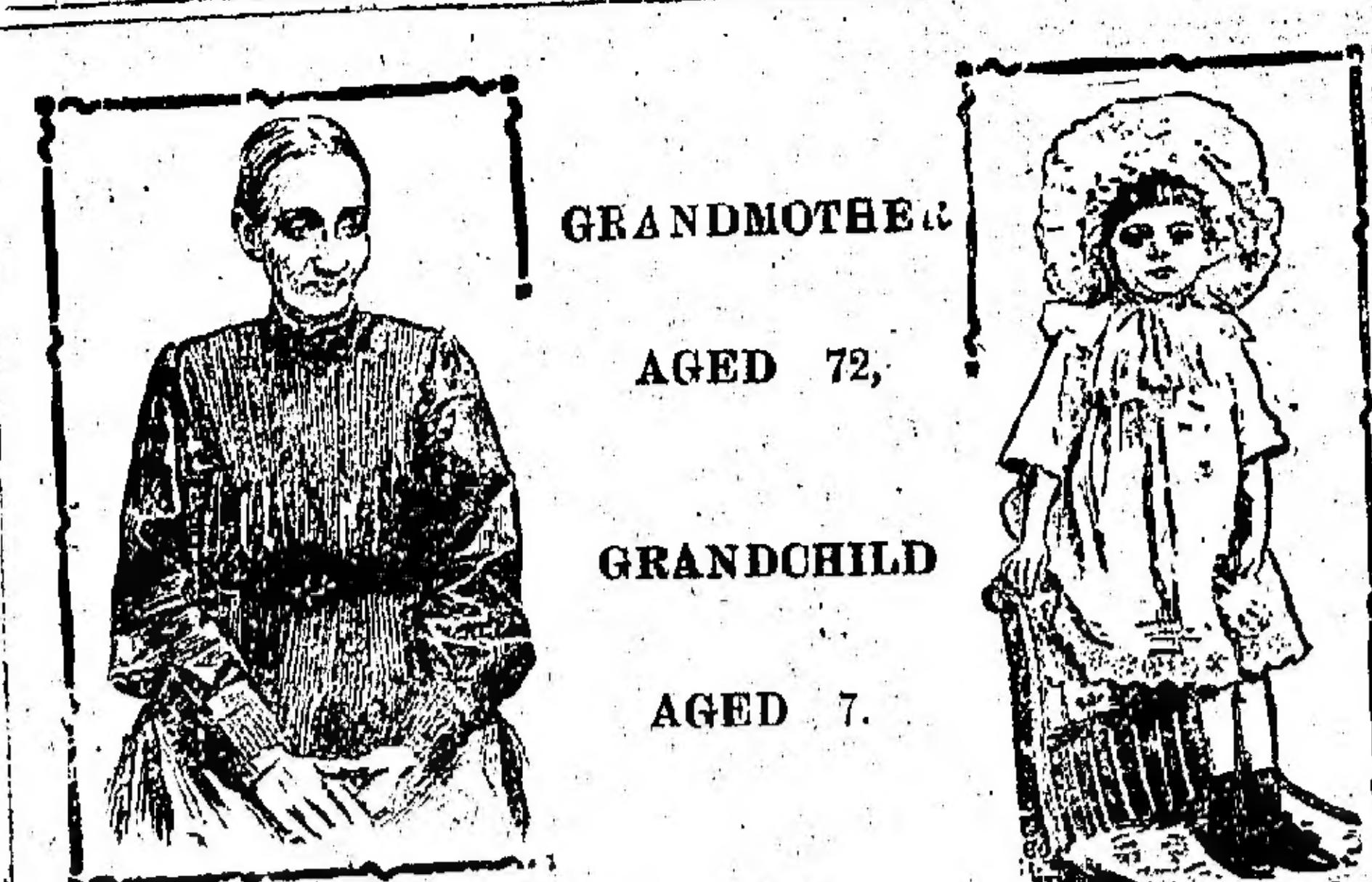
"He's taken the sleigh, and old Baldy," said Seth, gasping. He stumbled as he entered the door and his wife caught him. Nancy wailed, "Bill, Bill," but his mother said never a word. She knew, and none knew better, that nothing could be done.

She sat down by the fire and trembled.

"He was allers a boy," she cried.

"And I was hard on him!"

She played out



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Hongkong, 6th March, 1912.

REMINGTON TYPEWRITER CO.

THE MAN IN THE BARN.

BY MORLEY ROBERTS
(Author of "Immortal Youth," "A Son
of Empire," etc.)

(Continued from Page 7.)

struggled with him for a minute and for another full minute struggled with himself and half understood what he struggled with and why. And suddenly, as a man must, he recognised for the first time the immense power of necessity, and faced his own fear and saw that it was fear and that fear was wisdom, bitter though it seemed. And over and above fear, he felt courage in him, and was pleased, for this was the first time he understood it, even dimly, for no one knows he is brave unless he fears.

For he said— "I'll never see Maw agin, or the ole man, nor Nancy."

Tears froze upon his cheeks, and with sudden desperation he whipped up Baldy for home, down the wind, but he did not know if he or the horse would find home. And both knew that unless they did they would die. For the air sucked the heat out of them, and Baldy was old, and the darkness showed them nothing, and the faint track in the frozen snow was easy to miss.

And presently they missed it, and Bill said. "I'll get back to the house," he said. He felt much stronger and did not know that he was older. So he took an old lariat and some old cart ropes and knotted them together, and tied them to a hook outside the door. The flying snow cut his face and he worked with his eyes shut. In them was a vision of the room in which his people prayed for him. Then he took the lantern and started for the house which was wholly invisible and only a thing to be guessed at. The bitter driving snow was lighted in a faint glowing circle by the swinging lantern as he moved with pain and labour against the hurricane. And then he came to the end of his rope, and still could not see the house, and he would not shout, for he desired to go in quietly. So he bowed his back to the wind and went again to the barn and lengthened his rope with the lines of two sets of harness. And so he got back home and found the door, and unlatched it and went in.

His mother fell back in her chair, and could not speak, but Nancy cried out, "Bill, Bill," and Seth Ward, being no longer sad, but furious, cried out— "Where the hell have you bin?"

And Bill answered quietly as he closed the door—

"I've been tryin' a fool's trick, dad, and I'm sorry if I've scared you any."

Then his mother said bitterly—

"Oh, you'll allus be a boy!"

But Nancy and he looked at each other, and he smiled. The girl knew better.

"Oh, where am I?"

And the gale drove them on. But at last Baldy suddenly stopped and Bill's heart gave a leap. He stumbled out of the sleigh, and found that he could barely move—the frost had so got hold of him. But he felt nothing or nothing but two old posts. And then he understood that the poor old horse had brought him not home but to the horse's old stable a good quarter of a mile from home. For Baldy had been reared there, in a burnt out place belonging to a man now dead, who had also perished in a blizzard. And Bill groaned as Baldy snatched at him with his big soft lips, asking for help. And Bill held on to him and thought, and he remembered the set of posts and that home should lie in a line with them to the left. So he got into the sleigh again and whipped up the failing horse with falling hands. And now his teeth did not chatter. His very jaws seemed frozen.

He said "Good help us!"

But what had helped those who had been frozen in the snow these many years back?

He took what direction he could in his mind and remembered how the wind would drive off to the right again, and then he got out of the sleigh. For he knew he could not measure distances in it, but might on foot, and he worked out in his mind how many paces it should be. But he barely felt his feet and knew that he was freezing fast, and that another half hour outside shelter would kill him.

And when he had counted five hundred paces he stopped and Baldy came up to him and put his head against him. Bill said—

"Oh, you poor old devil, where are we?"

But Baldy said nothing. So Bill went a little further and moved up against the wind. And suddenly Baldy gave a neigh, for he smelt home near at hand, even in that bitter frost. They were within ten yards of the barn and did not see it. For they could see nothing or looking up the wind could they open their eyes. But, seeing that the horse smelt it, Bill knew that it was to windward. He remembered stories of those who had died within a yard of home, died within reach of their weeping women-kind, who did not know that nothing but the door separated them from those they loved and feared for.

Bill will be sorry for his mother.

And old Baldy slipped down upon his knees. For he was a very old horse. He tried to neigh and then Blacky inside the barn answered, and Bill reached out his hand and touched the very door itself!

The next moment he was inside and with chilled helpless hands endeavoured to light the lantern, and at last succeeded, and then he too went down on his knees and nearly lost consciousness. But he thought of old Baldy just outside the door and he went out again, and with a cruelty that wrenched his heart he made the poor old beast rise at last and got him into the stable. And then he cried like a child and put his arms about the old horse's neck. For Baldy had saved him and he grieved for the poor beast. But the stable was warm, and Baldy, now covered with sacks and lying in the straw soon raised up his head again and whinnied feebly, so that Blacky inside the barn from near at hand and with joyful emotion, as it seemed to Bill. For he understood the nature of horses.

And Bill rubbed his own ears with snow and also his nose, which he could just feel when the prickling circulation came back into his hands, and he stamped with his feet and at last felt them hurt him. And although he was glad he felt very strange, and very tired and curiously, even monstrosely, old. For age is nothing but the approach of death, or the sense of it, and those to whom it comes near are made men. And now Bill, putting aside his own fear, thought of the fear of others. He said—

"The poor old folks in the house."

The tears ran down his face.

"An' pore Nancy! She'll be crying some. They'll be reck'nin' I've gone up the flume!"

He staggered as he spoke, for now he yearned to sleep, to lie in the warm hay and cover himself up. That big hour in the prairie had been an immense fatigue

and the hay was a powerful temptation to him.

"They'll know I'm all right in the mawmin'," he said doubtfully, "an' it's some dangerous to find the house!"

But they would suffer and he knew it. That he knew it seemed strange to him, for he had never understood it before. And he remembered now that Nancy's eyes were often full of suffering as well as those of the old folks, and he understood that too. He wondered why he had wanted to go to Smith's.

"Seems to me I'll never play on the mouth organ no more," he murmured sorrowfully. There were many other things to do, and even yet he could not leave the shelter of the barn. He covered up old Baldy with more sacks and put hay over them, and he warmed his hands on the old horse till at last they tingled no more.

"I'll be getting back to the house," he said. He felt much stronger and did not know that he was older. So he took an old lariat and some old cart ropes and knotted them together, and tied them to a hook outside the door. The flying snow cut his face and he worked with his eyes shut. In them was a vision of the room in which his people prayed for him. Then he took the lantern and started for the house which was wholly invisible and only a thing to be guessed at. The bitter driving snow was lighted in a faint glowing circle by the swinging lantern as he moved with pain and labour against the hurricane. And then he came to the end of his rope, and still could not see the house, and he would not shout, for he desired to go in quietly. So he bowed his back to the wind and went again to the barn and lengthened his rope with the lines of two sets of harness. And so he got back home and found the door, and unlatched it and went in.

His mother fell back in her chair, and could not speak, but Nancy cried out, "Bill, Bill," and Seth Ward, being no longer sad, but furious, cried out—

"Where the hell have you bin?"

And Bill answered quietly as he closed the door—

"I've been tryin' a fool's trick, dad, and I'm sorry if I've scared you any."

Then his mother said bitterly—

"Oh, you'll allus be a boy!"

But Nancy and he looked at each other, and he smiled. The girl knew better.

"Oh, where am I?"

And the gale drove them on. But at last Baldy suddenly stopped and Bill's heart gave a leap. He stumbled out of the sleigh, and found that he could barely move—the frost had so got hold of him. But he felt nothing or nothing but two old posts. And then he understood that the poor old horse had brought him not home but to the horse's old stable a good quarter of a mile from home. For Baldy had been reared there, in a burnt out place belonging to a man now dead, who had also perished in a blizzard. And Bill groaned as Baldy snatched at him with his big soft lips, asking for help. And Bill held on to him and thought, and he remembered the set of posts and that home should lie in a line with them to the left. So he got into the sleigh again and whipped up the failing horse with falling hands. And now his teeth did not chatter. His very jaws seemed frozen.

He said "Good help us!"

But what had helped those who had been frozen in the snow these many years back?

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TO LET

TO LET.

ONE THREE-ROOMED RESIDENTIAL FLAT at Kowloon, with every modern convenience. Immediate possession. SHOP with GODOWN attached, Nathan Road, Kowloon.

KOWLOON MARINE LOT 48 with WHARF.

Apply to— HUMPHREYS ESTATE & FINANCE CO., LTD.

Hongkong, 13th April, 1912. [525]

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OFFICES and GODOWNS in Duddell Street.

No. 12, BEACONSFIELD ARCADE, First Floor.

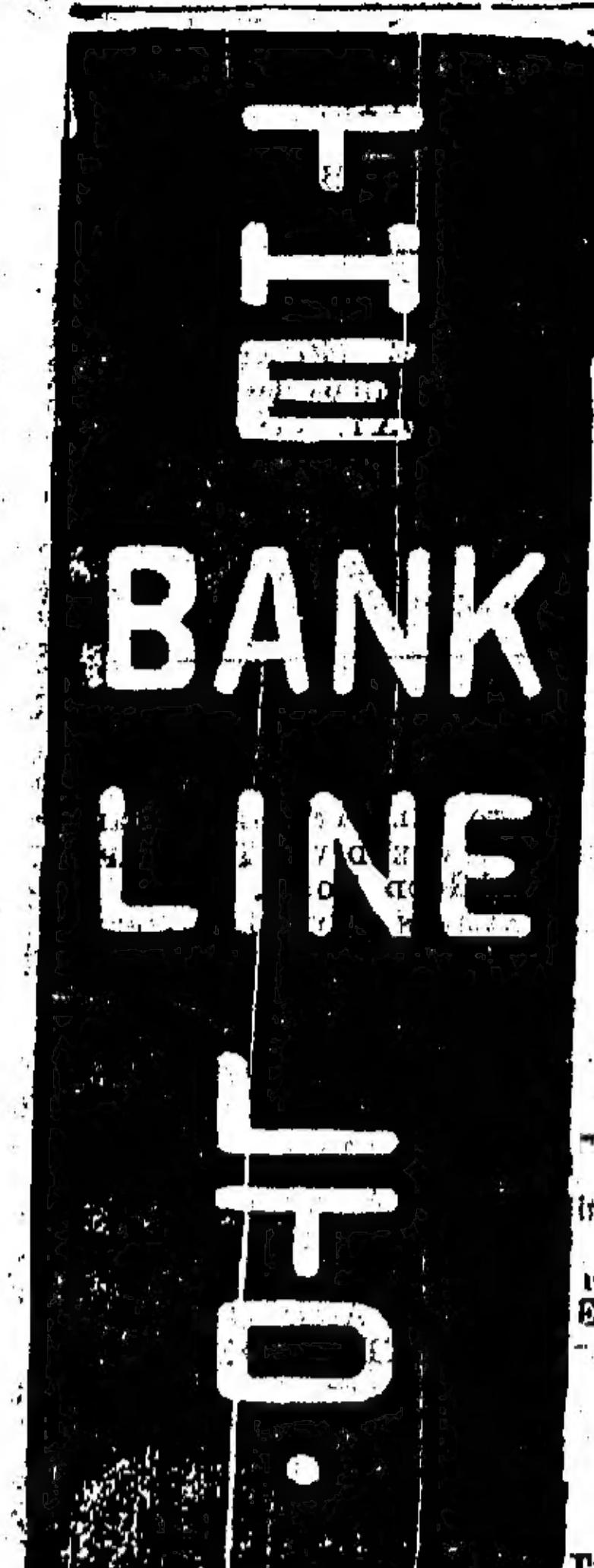
No. 13, BEACONSFIELD ARCADE, First Floor.

"ROGATE" Austin Road, Kowloon, from 1st April.

No. 57, PRAYA GRANDE, Macao.

Apply to— LINSTEAD & DAVIS,

3rd Floor, Alexandra Buildings,



REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C.
SEATTLE &
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SHANGHAI AND JAPANESE PORTS.
CARRYING CARGO ON THROUGH BILLS OF
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FOR VICTORIA, VANCOUVER,
SEATTLE, TACOMA AND
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To be followed by other Steamers of the Company at
regular intervals.

Calling at ANONY and KEELUNG if sufficient
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The BANK LINE Steamers are of the Newest Design,
two most Commodious Accommodation, and are fitted with
Electric Light and Wireless Telegraphy.

Special Parcel Express to America and Canadian Points.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
TELEPHONE NO. 780, KING'S BUILDING, Praya Central

ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient indemnity offered, and affording the
quickest Freight Transport from the ORIENT to SOUTH AFRICA.

Proposed Sailings.

S.S. "DUNERIC" ... 3,000 tons ... 1st Half May, 1912.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
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INDIAN AFRICAN LINE.

Carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE
TOWN with transhipment at COLOMBO to Steamers of the INDIAN
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Proposed Sailings.

From HONGKONG: ... From COLOMBO:
27th April. ... S.S. "MINERIC" 11th May.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
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CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers
at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS, [4243-44]

GOING HOME.

A HOLIDAY AT HOME, AND A WAY TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honshu, (the Paradise of the Pacific), of
California, of Colorado, and the beauties of Niagara, San Francisco,
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AND THE WAY

Every "travel-wise" tourist takes the deservedly famous U.S. MAIL Steamers,
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Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water".
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.
Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities,
than by any other route. For a return ticket to London
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via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for £45 to London (return ticket £74)
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular
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STEAMERS. TONS Starting 1912
CHINA ... 10,200 ... TUESDAY, 23rd April, at 1 P.M.
MANCHURIA ... 27,000 ... TUESDAY, 30th April, at 1 P.M.
N.I.P. ... 11,000 ... TUESDAY, 14th May, at 1 P.M.
NO. GOLIA ... 27,000 ... TUESDAY, 21st May, at 1 P.M.
PEPSIA ... 9,000 ... TUESDAY, 11th June, at 1 P.M.
KOFFA ... 18,000 ... TUESDAY, 18th June, at 1 P.M.
SUEFIA ... 18,000 ... TUESDAY, 2nd July, at 1 P.M.
CHINA ... 10,200 ... TUESDAY, 9th July, at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE NO. 141.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

SATURDAY, 20TH APRIL, 1912.

8 a.m. "HONAM" | 8 a.m. "FATSHAN"
10 p.m. "KINSHAN" | 5 p.m. "HEUNGSHAN"

SUNDAY, 21ST APRIL, 1912.

10 p.m. "FATSHAN" | 4 p.m. "KINSHAN"

HONGKONG-MACAO LINE.

S.S. "SUI TAI," TONS 1651. | S.S. "SUI AN," TONS 1651.

HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 21ST APRIL.

The Company's Steamship

"SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.
Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 582 tons, and S.S. "NANNING" 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 5.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "SANUL". These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [143]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS	Sat, 27th April, Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & CO.
AGENTS.

561

TOYO KISEN KAISHA

TRANS-PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

ew Triple Screw Turbine Flyers—20 Knots Speed.

S.S. "TENYO MARU" ... 21,000 tons.

S.S. "CHIYO MARU" ... 21,000 tons.

S.S. "SHINYO MARU" ... 21,000 tons.

AND

S.S. "NIPPON MARU" ... 11,000 tons. (INTERMEDIATE)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and
free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the railroads of the Western
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.

Through Standard Sleepers,
Through Tourists Sleepers,
Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers

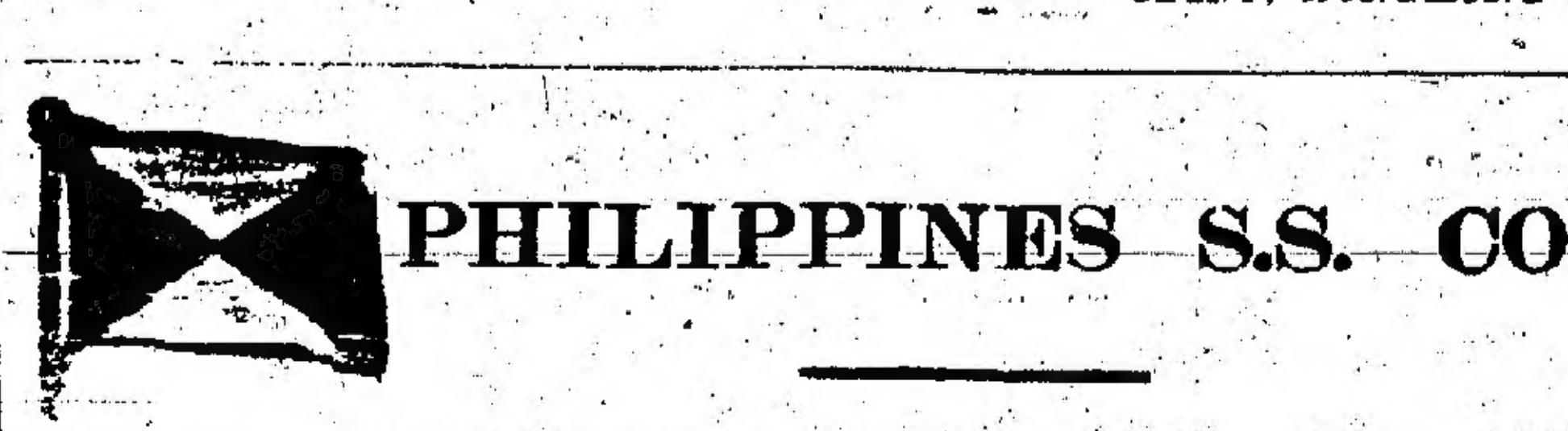
When taking Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 526.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

611



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO ...	4000	M. C. Smith ...	Manila, Mangarin, Iloilo and Cebu	On 20th Apr., 4 P.M.
RUBI ...	4000	S. Crosby ...	Manila, Mangarin, Iloilo and Cebu	On 30th Apr., 4 P.M.

For Freight or Passage, apply to SHIWEAN, TUMEN & CO., General Managers
Hongkong, 2nd April, 1912. PHILIPPINES S.S. CO. [13]

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. "Manchuria" arrived at Manila on the 15th April, will sail for
Hongkong on the 18th April, and is expected to arrive at Hongkong on the 20th
April, at 8 a.m.

The T.K.K. str. "Chiyo Maru" left Yokohama on the 15th April, for Hongkong,
and is expected to arrive at this port on the 23rd April.

The P.M. S.S. str. "Nile" sailed from San
Francisco on the 21st April, for Hongkong
via Honolulu, etc., and is due to arrive
here on the 30th April.

The P.M. str. "Mongolia" left San Fran-
cisco on the 10th April, for Hongkong,
via Honolulu, Yokohama, Kobe, Nagasaki
and Shanghai, and is due to arrive at this
port on the 7th May.

The T.K.K. str. "Nippon Maru" will be
despatched from San Francisco on the
17th April, for Hongkong, and is expected
here on the 11th May.

THE AUSTRALIAN MAIL.

The E. & A. str. "Eastern" left Sydney
on the 10th April for this port (via
Queensland Ports, Port Darwin, Timor
and Manila).

The I.G.M. str. "Coblenz" left Sydney
on the 10th April, at noon, and may be ex-
pected here on or about 3rd May.

THE CANADIAN MAIL.

The C.P

SHIPPING

ARRIVALS

BARON TUNEDAL, British str., 2,140, D. McAlister, 19th April—Kobe 14th April, Phosphate—Dowell & Co. FUKU MARU, Japanese str., 3,087, H. Tomitaro, 10th April—Moj 14th April, Coal—Mitsui Bussan Kaisha. HAMMON, British str., 641, A. H. Stewart, 16th April—Swatow 18th April, General—Douglas, Lapraik & Co. H.M.S. ASTREA, British cruiser, 4,300, E. R. Kiddle, 18th April—Shanghai 16th April. JAPAN, British str., 6,018, A. Stewart, 19th April—Kobe and Moji 14th April, Coal and General—David Sasoon & Co. JINSER MAHU, Japanese str., 2,346, M. Machida, 19th April—Kobe 12th April, General—Nippon Yusen Kaisha. KAIFONG, British str., 937, J. V. Sidford, 19th April—Manila 16th April, Sugar, etc.—Butterfield & Swire. KOERBER, Austrian str., 9,000, A. Foresti, 19th April—Shanghai 16th April, General—Sander, Wieler & Co. KUTSUNG, British str., 4,895, R. C. D. Bradley, 19th April—Calcutta via Penang and Singapore 13th April, General—Jardine, Matheson & Co. LANDRAT SCHEFF, German str., 1,016, C. Brüger, 19th April—Bangkok 11th April, Rice—Chinese. PRINZ WALDEMAR, German str., 1,737, H. Brenner, 19th April—Japan 14th April, General—Melchers & Co. TAO SHU, Chinese str., 987, F. N. Marcusen, 19th April—Bangkok 10th April, Rice—Order. TELEGRAPH, British str., 1,340, F. Fraser, 19th April—Saigon 14th April, General—Chinese. TRIUMPH, German str., 768, Langschwager, 18th April—Hoihow 17th April, General—Jebson & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE April 19th.

C. APAC, British str., for Straits. C. TURONIA, Russian str., for Amoy. FOOKSANG, British str., for Japan. GERMANIA, German str., for Jaluit. HANGRANG, British str., for Shanghai. JINSEK MARU, Jap. str., for Straits. KOERBER, British str., for Straits. PITANLUOK, German str., for Swatow. P. WALDEMAR, German str., for Australia. RYGA, Norwegian str., for Japan. TAHODAS, Dutch str., for Batavia. YUENSHANG, British str., for Manila.

DEPARTURES

April 19th.

BORNEO, German str., for Sandakan. HAIKHING, British str., for Swatow. HOIHOW, British str., for Shanghai. HIN KONG, Chinese str., for Shanghai. KAGOSHIMA MARU, Jap. str., for Takow. KYOTO MARU, Japanese str., for Saigon. PROTEUS, British str., for Manila. SUNGANG, British str., for Hoihow.

SHIPPING REPORTS

The British str. *Kaihsing* reports: Fine weather throughout. The Japanese str. *Fukui Maru* reports: Weather calm during voyage. The British str. *Japan* reports: Fine weather, thick fog on Wednesday night. The British str. *Haimun* reports: Calm fine weather, sea smooth, slightly hazy. The British str. *Kaihsing* reports: Light N.E. winds, smooth sea, fine clear weather throughout the whole voyage from Calcutta.

PASSENGERS

ARRIVED

Per *Triumph*, from Hoihow, Mr. Kock. Per *Prinz Waldemar*, from Japan, Mr. and Mrs. Townsend. Per *Landrat Scheff*, from Bangkok, Miss Liiggs, Mrs. Hoffmann, Mrs. Snyder and son.

Per *Haimun*, from Swatow, Mr. Watson, Mr. and Mrs. Nissen, Miss Wills and Miss Hame.

Per *Kaihsing*, from Manila, Mr. and Mrs. Knabber and 4 children, Miss M. M. McKeever, Misses C. L. and L. McKeever, Mr. and Mrs. Carlos Jährling and child, Mr. and Mrs. James L. Dryden, Messrs. L. G. Bunnell, R. M. Hopkins, T. K. Adreas and A. Matthews.

Per *Kutsung*, from Calcutta, etc., Mr. and Mrs. G. J. Lapp and 2 children, Mrs. L. Clarke, Mr. and Mrs. W. W. Schönenmann, Mr. and Mrs. Master, Mr. E. M. Miller, Mr. H. Morris, Mr. Ch. J. Calipoulo, Captain Knaggs and servant.

Per *Koehler*, from Shanghai, Mr. Noencken, Miss Clouet, Mr. A. Ahn, Mrs. Faust and children, Mr. and Mrs. H. Pfeiffer and child, Mr. Heinemann, Dr. and Mrs. Bouwers, Mrs. Gipperich, Mr. and Mrs. Biefeld and child, Dr. and Mrs. Eich, Dr. and Mrs. Jaeschling and child, Mr. Strohm, Mr. J. Lugowski, Mr. Walter Hein, Mr. E. Hall, Mr. Schmidt, Miss G. Cattarini, Miss A. Wied, Mr. Pond, Mr. and Mrs. Hesse, Mr. Dennis, Mr. G. in der Maur, Mr. T. W. Rowley, Miss A. G. Birch, Mrs. W. T. Rutherford, Mrs. 1907, 1912 DEPARTED.

Per *Haiching*, for Amoy, Mr. R. N. Ohly.

PASSED THE CANAL

March 15th—*Derflinger*, Erroll, Kleist, *Tango Maru*, *Ville de la Ciotat*, *Arcadia*, *Lovat*. 16th—*Erzherzog Franz Ferdinand*, *Glenstrae*, *Miyazaki Maru*, *Moyune*, *Peshawur*, *Socota*, *Theurus*, *Langtze*. 2nd—*Calchas*, *Ernest Simon*, *Idomenus*, *Pathan*, *Sazonia*, *Silesia*. 26th—*Benedict*, *Borneo*, *Kawachi*, *Maru*, *Peking*, *Priam*, *Scandia*, *Sithonia*. 29th—*Bellerophon*, *Diomed*, *Kano Maru*, *Lothian*, *Prinz Eitel Friedrich*, *Prinz Ludwig*, *Satsuma*, *Yaru*. 2nd April—*Andalusia*, *Inverclyde*, *Kitano Maru*, *Nile*, *Patroclus*, *Stentor*, *Teucer*, *Rheus*. 9th—*Akt Maru*, *Ambris*, *Bayern*, *Dunbea*, *Glenesk*, *Hyson*, *Indramayo*, *Perseus*, *Seneca*, *Spezia*, *Syria*, *India*. 15th April—*Benvenic*, *Bulow*, *Ernest Simon*, *Meinam*, *Yorck*, *Africa*. 16th—*Iyo Maru*, *Annam*, *Atreus*, *Prometheus*, *Badenia*, *Kina*.

ARRIVALS AT HOME

April 16th—*Ambria*.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour Master has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "K" and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

1. From Green Island to the Harbour Master

2. From Harbour Master's to Blake Pier

3. From Blake Pier to Naval Yard

4. From Naval Yard to East Point

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BRIT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, VIA USUAL PORTS OF CALL & ANTWERP, VIA SINGAPORE, &c.	ASSAYE	Brit. str.	—	G. W. Cookman, R.N.R.	P. & O. S. N. Co.	On 27th inst., at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	NAMUR	Brit. str.	—	F. E. Andrews, R.N.R.	P. & O. S. N. Co.	On 1st May, at 10 A.M.
LONDON, ROTTERDAM & ANTWERP	GILNEMAR	Brit. str.	—	W. L. Hartnell	JARDINE, MATHESON & CO., LTD.	About 10th May.
ROTTERDAM, HAMBURG & ANTWERP, &c.	FLINTSHIRE	Brit. str.	—	G. C. Cunliffe	HAMBURG-AMERICA LINER	About 15th May.
ROTTERDAM, HAMBURG & ANTWERP, &c.	O. J. D. AKLERS	Brit. str.	E. W.	Groome	HAMBURG-AMERICA LINER	On 4th May.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ACADIA	Brit. str.	E. W.	Lueding	HAMBURG-AMERICA LINER	On 31st May.
ROTTERDAM, HAMBURG & ANTWERP, &c.	C. FRED. LAMBEZ	Brit. str.	E. W.	Schmer	HAMBURG-AMERICA LINER	On 12th May.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SCANDIA	Brit. str.	E. W.	Krause	HAMBURG-AMERICA LINER	On 7th June.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ATLANTIC MARU	Brit. str.	E. W.	J. Nagao	NIPPON YUSEN KAISHA	On 24th inst., at D'light.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SAOSSON	Brit. str.	E. W.	Wagner	HAMBURG-AMERICA LINER	On 6th May.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SITHONIA	Brit. str.	E. W.	Koite	HAMBURG-AMERICA LINER	On 30th May.
ROTTERDAM, HAMBURG & ANTWERP, &c.	AWA MARU	Jap. str.	—	E. Shimizu	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	PANAMA MARU	Jap. str.	—	W. W. Greene	OSAKA SHOSEN KAISHA	On 30th inst., at 1 P.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHINA	Aus. str.	2 m.	H. Bremer	OSAKA SHOSEN KAISHA	On 14th May, at 1 P.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BOHEMIA	Aus. str.	2 m.	E. Finlayson	SANDRE, WILHELM & CO.	On 1st May.
ROTTERDAM, HAMBURG & ANTWERP, &c.	MONTROSE	Aus. str.	2 m.	Dormand	DODWELL & CO., LTD.	On 19th May, at 6 P.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	MATOPPO	Aus. str.	2 m.	W. Davison	THE BANK LINE LTD.	About 23rd inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	EMPEROR OF INDIA	Aus. str.	2 m.	W. Davison	CANADIAN PACIFIC R. CO.	About 15th May.
ROTTERDAM, HAMBURG & ANTWERP, &c.	MONTAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC R. CO.	To-day, at 6 P.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHINA	Aus. str.	—	W. Davison	PACIFIC MAIL S.S. CO.	On 1st June, at 6 P.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	MANCHURIA	Aus. str.	—	W. Davison	PACIFIC MAIL S.S. CO.	On 23rd inst., at 1 P.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHIOTO MARU	Jap. str.	—	W. Davison	TOYO KISEN KAISHA	On 7th June, at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	PRINZ WALDEMAR	Brit. str.	—	W. Davison	MELCHERS & CO.	On 26th inst., at 4 P.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHANGSHA	Aus. str.	—	W. Davison	BUTTERFIELD & SWINE	On 27th inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ST. AIRANS	Aus. str.	—	W. Davison	GIBB, LIVINGSTON & CO.	About 25th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	E. F. FEIDERNAND	Aus. str.	—	W. Davison	SANDRE, WILHELM & CO.	On 2nd May.
ROTTERDAM, HAMBURG & ANTWERP, &c.	FAZILKA	Brit. str.	—	W. Davison	JARDINE, MATHESON & CO., LTD.	On 25th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KITANO MARU	Jap. str.	—	W. Davison	W. H. Whittingham	On 25th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CORLENE	Brit. str.	—	W. Davison	W. H. Whittingham	On 25th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	NIKKO MARU	Jap. str.	—	W. Davison	W. H. Whittingham	On 25th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	HONGKONG MARU	Brit. str.	—	W. Davison	W. H. Whittingham	On 25th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	AUSTRALIAN PORTS VIA MANILA	Brit. str.	—	W. Davison	W. H. Whittingham	On 25th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	AUSTRALIAN PORTS VIA MANILA	Brit. str.	—	W. Davison	W. H. Whittingham	On 25th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	AUSTRALIAN PORTS	Brit. str.	—	W. Davison	W. H. Whittingham	On 25th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	YOKOHAMA & KOBE	Brit. str.	—	W. Davison	W. H. Whittingham	On 25th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KOBE & YOKOHAMA	Brit. str.	—	W. Davison	W. H. Whittingham	On 25th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	NAGASAKI, KOBE & YOKOHAMA	Brit. str.	—	W. Davison	W. H. Whittingham	On 25th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	MEXICAN, PERUVIAN & CHILEAN VIA JAPAN	Brit. str.	—	W. Davison	W. H. Whittingham	On 25th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	JAPAN	Brit. str.	—	W. Davison	W. H. Whittingham	On 25th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	TIENTSIN	Aus. str.	—	W. Davison	W. H. Whittingham	On 25th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	WEIHAIWEI	Aus. str.	—	W. Davison	W. H. Whittingham	On 25th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	TSINGTAU, CHEFOO & NEWCHWANG	Aus. str.	—	W. Davison	W. H. Whittingham	On 25th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SHANGHAI	Aus. str.	—	W. Davison	W. H. Whittingham	On 25th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SHANGHAI, MOJI, KOBE & YOKOHAMA	Aus. str.	—	W. Davison	W. H. Whittingham	On 25th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SHANGHAI, KOBE & YOKOHAMA	Aus. str.	—	W. Davison	W. H. Whittingham	On 25th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SHANGHAI, KOBE & MOJI	Aus. str.	—	W. Davison	W. H. Whittingham	On 25th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SHANGHAI, YOKOHAMA, KOBE & MOJI	Aus. str.	—	W. Davison	W. H. Whittingham	On 25th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SHANGHAI	Aus. str.	—	W. Davison	W. H. Whittingham	On 25th inst.
ROTTERDAM, HAMBURG &						

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE & BORNEO	Capt. W. H. S. Hall	22nd April	About Freight and Passage.
AND YOKOHAMA			
SHANGHAI	Capt. Valentine	25th April	About Freight and Passage.
LONDON via USUAL PORTS	ASSAYE	Noon	See Special OF CALL
LONDON and ANTWERP	Capt. G. W. Cockman, E.N.E.	27th April	Advertisement.
VIA SINGAPORE, PE. NAMUR	Capt. F. E. Andrews, R.N.R.	10 A.M.	Freight and Passage.
NANG, COLOMBO, PORT SAID and MARSEILLES		1st May	

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 20th April, 1912.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"LINAN"	On 20th Apr., M'night.
MANILA, ZAMBOANGA, THUSS	"CHANGSHA"	On 22nd Apr., 4 P.M.
DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE	"KAIPEK"	On 23rd Apr., 4 P.M.
MANILA, CEBU and ILOILO	"KAIPEK"	On 25th Apr., 4 P.M.
SHANGHAI	"CHINHUA"	On 26th Apr., 4 P.M.
WEIHAIWEI & TIENTSIN	"HUICHOW"	On 26th Apr., 4 P.M.
TSINGTAU, CHENG & NEWCHENG	"KUICKANG"	On 26th Apr., 4 P.M.
SHANGHAI	"ANHUI"	On 27th Apr., M'night.
DIRECT SAILINGS TO WEST RIVER, Twice Weekly.	S.S. "LINTAN" and S.S. "SANUL"	
AUSTRALIAN STEAMERS		
MANILA LINE		
SHANGHAI LINE		
REduced FARES		
For Freight or Passage apply to	BUTTERFIELD & SWIBRE,	AGENTS
Hongkong, 20th April, 1912.		

HAMBURG-AMERIKA LINIE
IN CONJUNCTION WITH
DEUTSCHE DAMPFSSCHIFFEARTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BEEMEN and HAMBURG and to NEW YORK.
TAKING Cargo at Through Rates to all European, North Continental and British
Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean
Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMeward.

FOR SHANGHAI, KOBE & YOKOHAMA:	
S.S. SITRONIA	24th April.
S.S. ANDALUSIA	1st May.
S.S. BAYERN	6th May.
For Further Particulars, apply to—	HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 16th April, 1912.	10

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid
Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP

CAPTAIN

LEAVING

"HAITAN"	Capt. J. S. Roach	TUESDAY, 23rd April, at 11 A.M.
"HAITANG"	Capt. J. W. Evans	FRIDAY, 26th April, at 11 A.M.
"HAICHING"	Capt. W. C. Pasmore	TUESDAY, 30th April, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	SUNDAY, 21st April, at 10 A.M.
		WEDDAY, 24th April, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LA PRAIRIE & CO.,
GENERAL MANAGERS.

Hongkong, 20th April, 1912.

17

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE,
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ and PORT SAID.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th May, 1912, 6 P.M.

TO SHANGHAI.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 5th May, 1912, Daylight.

Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap

rates. Hongkong-Trieste, Venice, £30 1st, £36 2nd Class. No surtax, no tips, no inside

Cabin, excellent cuisine. Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. "E. FRANZ FERDINAND," 12,000 tons, will leave for YOKOHAMA and KOBE via

SHANGHAI about 25th April.

S.S. "CHINA," 11,000 tons, will leave for TRIESTE, FUJHE and VENICE, via SINGAPORE,

PENANG, COLOMBO, CALCUTTA, KARACHI, ADEN, SUEZ, PORT SAID, on 1st May.

These steamers are fitted with comfortable one class accommodation for saloon

passengers. Cheap rates. Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor,

Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black

Sea, also to North and South America. For information apply to

SANDEE, WIELER & CO., Agents,

Hongkong, 12th April, 1912.

Private Building.

TOYO KISEN KAISHA.

**IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.**

Operating the THREE TRIPLE SCREW TURBINE Steamers

**CHIYO MARU, SHINYO MARU AND
TENYO MARU.**

Speed 21 KNOTS, Displacement 21,000 TONS

and the TWIN SCREW S.S.

"NIPPON MARU"
INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU.

Passenger change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

**PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.**

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leaves	Connecting Steamers	Due
to COLOMBO	HONGKONG	from COLOMBO to MARSEILLES & LONDON	MARSEILLES (Brindisi 2 days earlier) LONDON (London 1 day later)

Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE	7500	April 27	MONGOLIA	10000	May 25	May 31
ORIENTAL	5284	May 11	MALWA	11000	June 8	June 14
DEVANHA	8000	May 25	CHINA	8000	June 22	June 28
DELTA	8000	June 8	MACEONIA	10500	July 6	July 12
ARCADIA	7000	June 22	MOREA	11000	July 20	July 26

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1ST SALOON £21.10 SINGLE, £10.61 RETURN.

2ND £4.88 £2.12

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSFERT) STEAMERS WILL LEAVE FOR

LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leaves	Due
	HONGKONG	LONDON
	Tonage	about

